

PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Phase 1A - Interchange at I-270.

JUSTIFICATION: Existing interchange has missing movements and substandard or missing acceleration and deceleration lanes. The existing interchange cannot handle expected future traffic needs.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 475(East Street), South Street to Patrick Street (Construction Program)
 I-70, MD 85 extended and MD 355 Interchange (Construction Program)
 MARC, Point of Rocks to Frederick (MTA Construction Program)
 I-270/US15, Shady Grove Metro to Biggs Ford Road (D&E Program)
 MD 475(East Street), South St. to proposed Walser Drive (D&E Program)
 I-70, Mt Philip Road to MD 144 FA (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$3.4 million is based on the inclusion of relocated MD 914 (previously included in Construction Program Line 2).

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4725	4988	2753	0	0	HPP

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,380	1,380	0	0	0	0	0	0	0	0
Right-of-way	1,821	427	339	70	985	0	0	0	1,394	0
Construction	30,078	10,370	12,382	7,326	0	0	0	0	19,708	0
Total	33,279	12,177	12,721	7,396	985	0	0	0	21,102	0
Federal-Aid	26,758	9,648	10,226	5,920	964	0	0	0	17,110	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

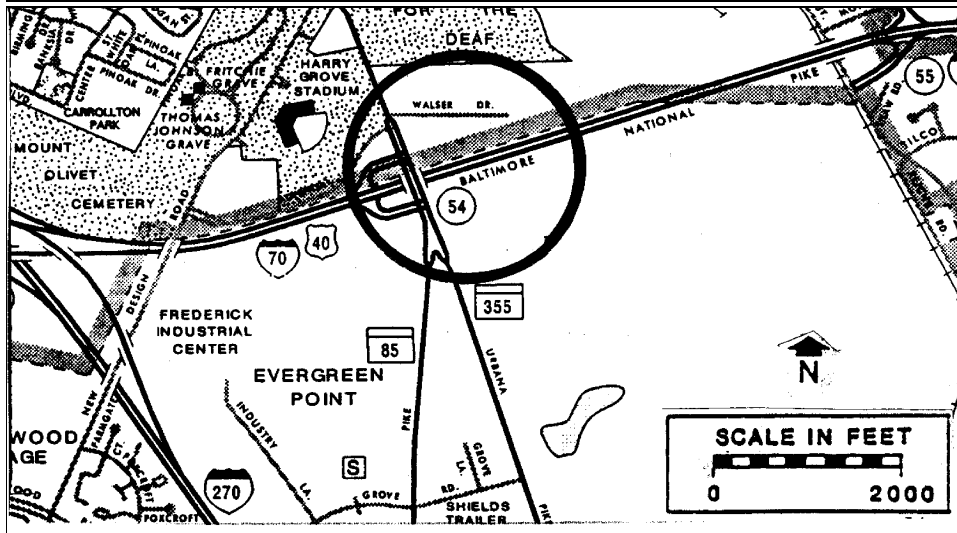
CURRENT (1999) - 68,075

PROJECTED (2020) - 114,000

OPERATING COST IMPACT: \$12,000 per year

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 2

PRIMARY CONSTRUCTION PROGRAM



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Construct interchange improvements at MD 85 extended and MD 355, and intersection improvements at Adventist Drive / New Design Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing interchange at I-70 / MD 355 cannot handle existing and expected future traffic needs and does not meet current design and safety standards. This interim improvement will address congestion and safety issues until the Walser Drive interchange can be funded.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-70, Phase 1A - Interchange at I-270 (Construction Program)
 MD 475(East Street), South Street to Patrick Street (Construction Program)
 MARC, Point of Rocks to Frederick (MTA Construction Program)
 I-270 / US 15, Shady Grove Metro to Biggs Ford Road (D&E Program)
 MD 475(East Street), South Street to proposed Walser Drive (D&E Program)
 I-70, Mt. Phillip Road to MD 144 FA (D&E Program)

STATUS: Final Engineering and Right-of-way underway. Utilities to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Project advanced from FY04 to FY03. The cost decrease of \$6.5 million is based on removing relocated MD 914 and New Design Road (now included in Construction Program Line 1), and a lower inflation amount due to the project advancement.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1103	105	0	0	0	IM
CO	0	0	5162	7552	1141	IM

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2003	2004	2005	2006	0	0
Engineering	24	24	0	0	0	0	0	0	0	0
Right-of-way	1,500	0	1,370	130	0	0	0	0	1,500	0
Construction	17,763	0	0	0	6,618	9,682	1,463	0	17,763	0
Total	19,287	24	1,370	130	6,618	9,682	1,463	0	19,263	0
Federal-Aid	15,063	0	1,103	105	5,162	7,552	1,141	0	15,063	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

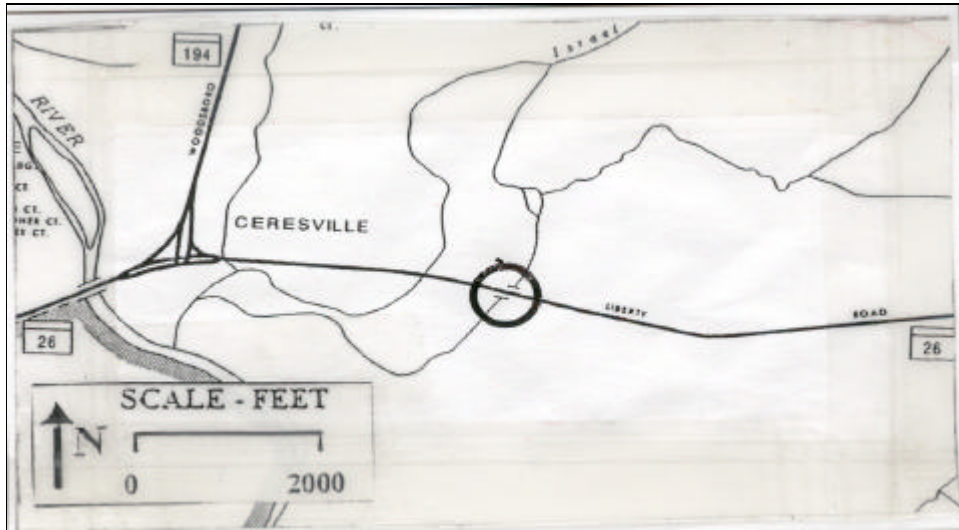
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 36,350

PROJECTED (2020) - 51,900

OPERATING COST IMPACT: \$5,300 per year



PROJECT: MD 26, Liberty Road

DESCRIPTION: Replacement / Relocation of the 2 lane Bridge 10026 over Israel Creek and resurfacing from MD 194 to west of Israel Creek and from east of Israel Creek to Crum Road.

JUSTIFICATION: Replacement of the deteriorating structure improved safety and alleviated local flooding.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
TOTAL		<u>PROJECT CASH FLOW</u>									
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX	BALANCE	
	COST	THRU	YEAR	YEAR					YEAR	TO	
	(\$000)	2000	2001	2002	.....2003.....	.....2004.....	.....2005.....	.....2006.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	436	436	0	0	0	0	0	0	0	0	
Right-of-way	63	62	1	0	0	0	0	0	1	0	
Construction	2,246	1,842	404	0	0	0	0	0	404	0	
Total	2,745	2,340	405	0	0	0	0	0	405	0	
Federal-Aid	305	305	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

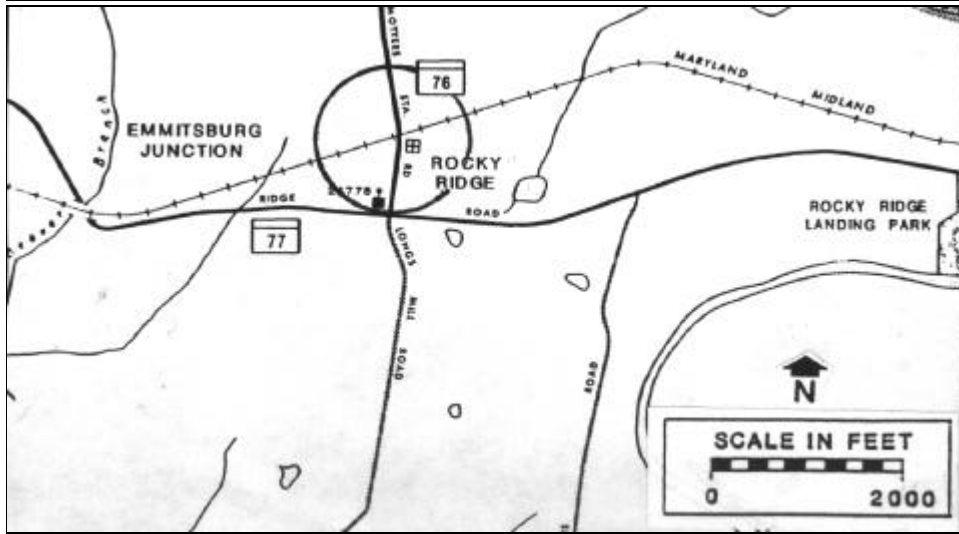
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 9,650

PROJECTED (2020) - 14,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 4
SECONDARY CONSTRUCTION PROGRAM


PROJECT: MD 76, Motters Station Road

DESCRIPTION: Replace Bridge 10048 over Maryland-Midland RR.

JUSTIFICATION: Existing bridge is in an advancing state of deterioration and is posted for a 10 ton weight limit. Emergency repairs were completed in Spring 1999 to maintain bridge until design is complete.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering and Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	130	83	47	0	0	0	0	0	47	0
Right-of-way	50	8	42	0	0	0	0	0	42	0
Construction	622	0	348	274	0	0	0	0	622	0
Total	802	91	437	274	0	0	0	0	711	0
Federal-Aid	589	58	311	220	0	0	0	0	531	0

FUNCTION :

STATE - Local

FEDERAL - Local

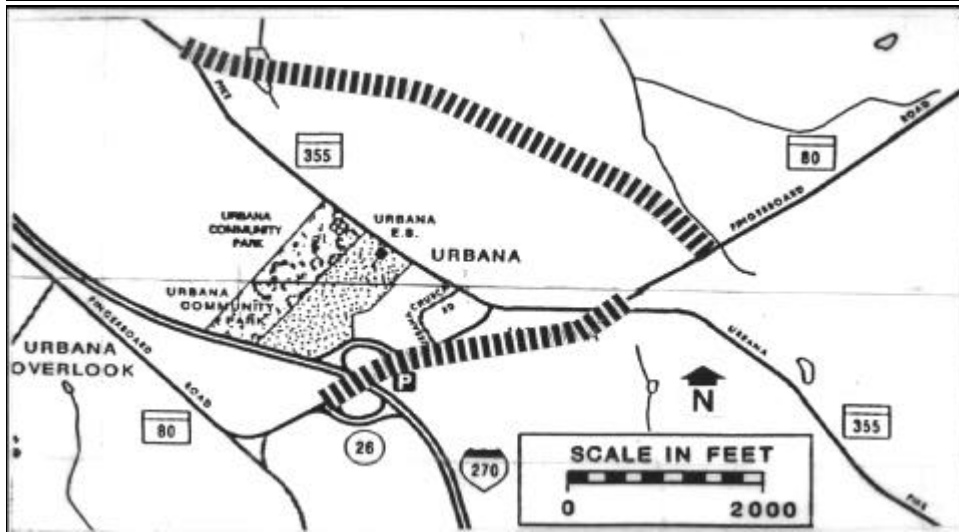
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 575

PROJECTED (2020) - 1,500

OPERATING COST IMPACT: N/A



PROJECT: MD 80 and MD 355 Relocated

DESCRIPTION: Reconstruct MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Includes sidewalks where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: These roadways will serve the rapidly developing area in Urbana. The proposed improvements will provide the capacity needed to relieve existing MD 80 and MD 355. The improvements are being constructed by developers in the area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270 / US 15, Shady Grove Metro in Montgomery County to Biggs Ford Road (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction complete on MD 80. Final Engineering underway on MD 355. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

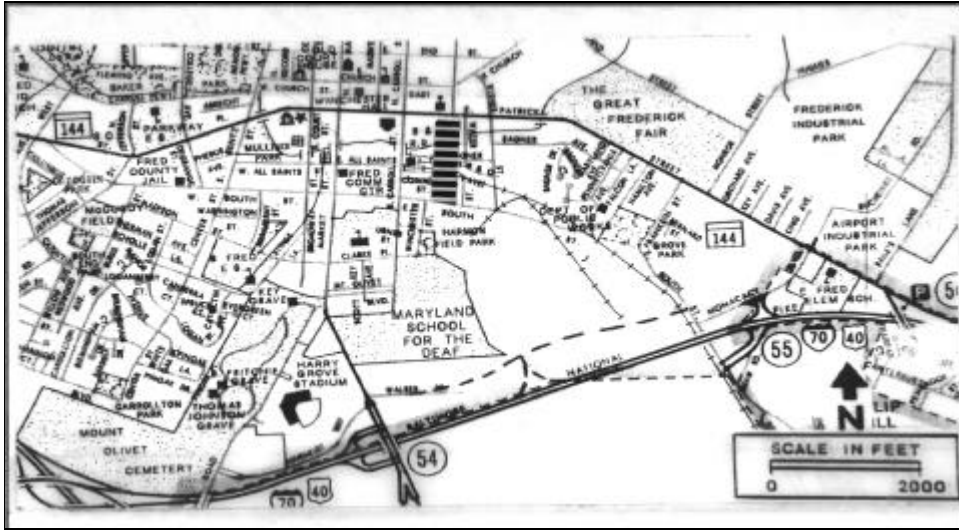
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 6,950 (MD 355)
9,750 (MD 80)

PROJECTED (2020) - 21,200

OPERATING COST IMPACT: \$11,800 per year



PROJECT: MD 475, East Street Extended

DESCRIPTION: Construct a 4 lane undivided roadway from East Patrick Street to South Street (0.4 miles). Includes sidewalks where appropriate.

JUSTIFICATION: This project will support the redevelopment of this area by Frederick City and provide access to the downtown MARC station. This is the first segment of the MD 475 (East Street Extended) project which will eventually tie into a new I-70 interchange.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-70, I-270 Interchange (Construction Program)
 I-70, MD 85 and MD 355 Interchange (Construction Program)
 I-70, Mt. Phillip Road to MD 144 FA (D&E Program)
 MD 475(East Street), South Street to proposed Walser Drive (D&E Program)

STATUS: Construction underway. City of Frederick funded 50% of total Project Planning and Final Engineering costs.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	476	476	0	0	0	0	0	0	0	0
Right-of-way	858	822	36	0	0	0	0	0	36	0
Construction	2,591	905	1,686	0	0	0	0	0	1,686	0
Total	3,925	2,203	1,722	0	0	0	0	0	1,722	0
Federal-Aid	2,090	693	1,397	0	0	0	0	0	1,397	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - 19,000

OPERATING COST IMPACT: \$1,500 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Year 2000 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 17	Petersville Road/Burkittsville Road; Center Street to MD 464; resurface	163	Completed
2	MD 144FA	Old National Pike; Monocacy River Bridge to East Patrick Street Bridge over I 70; resurface	368	Completed
3	MD 355	Wormans Mill Road; MD 26 to US 15; resurface	123	Completed
4	MD 464	Souder Road; MD 17 to Ninth Avenue; resurface	163	Completed
<u>Neighborhood Conservation</u>				
5	MD 17	South Potomac Street; at A Street, B Street and Maryland Avenue in Brunswick; roundabout	739	Completed
<u>Fiscal Years 2001 and 2002</u>				
<u>Resurface/Rehabilitate</u>				
6	US 40	Baltimore National Pike; Waverly Drive to end SHA maintenance; resurface	1,229	Under construction
7	I 70	Baltimore National Pike; MD 75 to the Carroll County Line; resurface	5,500	FY 2002
8	MD 464	Point of Rocks Road; Ninth Avenue to US 15; resurface	1,687	FY 2001
<u>Bridge Replacement/Rehabilitation</u>				
9	I 70	Eisenhower Memorial Highway/Baltimore National Pike; East of Frederick to Baltimore County Line; deck overlay for 12 bridges in Carroll, Frederick and Howard Counties (Note: Cost for entire project shown in Carroll, Frederick and Howard Counties.)	6,515	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
10	I 70	Eisenhower Memorial Highway; Washington County Line to west of Frederick; deck overlay for 14 bridges (includes resurfacing eastbound roadway from Washington County Line to Grindstone Run)	6,926	Under construction
11	MD 351	Ballenger Creek Pike; Ballenger Creek Middle School to Crestwood Boulevard; culvert replacement with extensions and sidewalks	869	FY 2002
<u>Safety/Spot Improvement</u>				
12	US 15	Catoctin Mountain Highway; at MD 464; widen intersection to provide left turn lanes (Funded for preliminary engineering only)	71	PE Underway
13	MD 17	Burkittsville Road; at MD 180; construct roundabout	560	Under construction
14	US 40	Baltimore National Pike; at Rock Creek; streambank protection	150	FY 2001
15	I 70	Baltimore National Pike; at Bush Creek; streambank protection	150	FY 2001
16	MD 80	Fingerboard Road; at Roderick Road; geometric improvements	400	FY 2002
17	US 340	Jefferson National Pike; MD 478 to Mt. Zion Road; provide acceleration lanes (Funded for preliminary engineering only)	88	PE Underway
18	MD 355	Urbana Pike; 1500 feet north of Grove Road; drainage improvement	164	Under construction
<u>Neighborhood Conservation</u>				
19	US 40 ALT	Main Street; through Middletown; urban street reconstruct (Funded for preliminary engineering only)	294	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

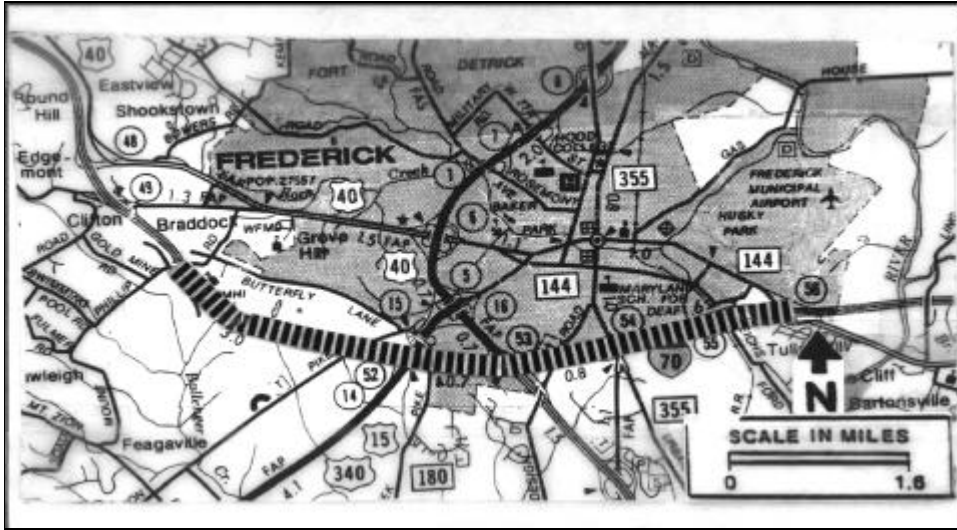
STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
		<u>Fiscal Years 2001 and 2002 (cont'd)</u>		
		<u>Neighborhood Conservation (cont'd)</u>		
20	MD 144 FA	West Patrick Street; Bentz Street to Jefferson Street in Frederick; streetscape (Funded for preliminary engineering only) (Project on hold pending undergrounding utilities and road transfer agreements.)	50	PE Underway
21	MD 144 FB	Main Street; Royal Oak Drive to eastern limits of New Market; streetscape (Funded for preliminary concept studies only)	200	Concepts Underway
22	MD 180	Jefferson Pike; US 340 to Holter Road in Jefferson; streetscape (Funded for preliminary concept studies only)	88	Concepts Underway
		<u>Streetscapes and Minor Reconstruction</u>		
23	MD 17	Potomac Street; at Main Street in Burkittsville; urban street reconstruct and drainage	541	Completed
		<u>C.H.A.R.T. Projects</u>		
24	I 70	Eisenhower Memorial Highway; MD 63 to MD 17; install dynamic traveler alert signs for advanced traffic management system (Note: Cost for entire project is shown in Frederick and Washington Counties.)	577	Completed
25	I 270	Eisenhower Memorial Highway; Frederick to I 495; install traffic detectors and variable message signs for advanced traffic management	521	Under construction
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>		
26		Civil War Site Preservation - Purchase of preservation easements and fee simple for eleven properties in the South Mountain Battlefield area in Frederick and Washington Counties.	1,054	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
		<u>Fiscal Years 2001 and 2002 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Acquisition of Scenic Easements & Scenic/Historic Sites (cont'd)</u>		
27		US 15 Viewshed Protection at Emmitsburg - Scenic acquisition of properties (550+/- acres) along US 15, a scenic byway, and the north face of College Mountain to be used for public recreation and to preserve public water supply.	1,200	FY 2002
		<u>Archaeological Planning & Research</u>		
28		Archeology - Frederick County - Research and development of a GIS database of transportation facilities.	169	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
29		East Street Landscaping - Landscaping of East Street between East Patrick Street and North of East 9th Street in the City of Frederick.	500	FY 2001



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-70, I-270 Interchange, (Construction Program)
 MD 85 and MD 355 Interchange (Construction Program)
 MD 475(East Street), Patrick Street to South Street (Construction Program)
 I-270 / US 15, Shady Grove Metro in Montgomery County to Biggs Ford Road (D&E Program)
 MARC, Point of Rocks to Frederick (MTA Construction Program)
 MD 475(East Street), South Street to proposed Walser Drive (D&E Program)

STATUS: Final Engineering and partial Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	362	701	0	0	NHS/IM
RW	4026	2835	3684	1039	0	NHS/IM
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	14,165	9,446	2,210	1,403	620	486	0	0	4,719	0
Right-of-way	22,699	9,793	4,110	2,913	4,551	1,332	0	0	12,906	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	38,115	20,490	6,320	4,316	5,171	1,818	0	0	17,625	0
Federal-Aid	18,615	3,728	5,573	3,817	4,118	1,379	0	0	14,887	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

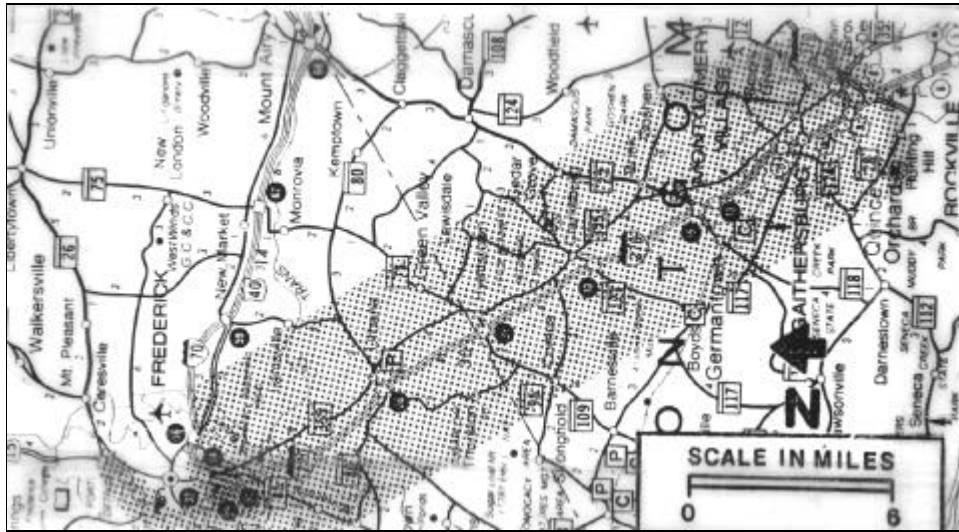
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 72,850

PROJECTED (2020) - 114,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 4
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270 / US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-270/MD 124 Interchange (Montgomery County - Construction Program)
- I-70, I-270 Interchange (Construction Program)
- I-70, MD 85 & MD 355 Interchange (Construction Program)
- MTA Program, I-270 and US 15 Multi-Modal Study (D&E Program)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - D&E Program)
- I-270, Interchange at Watkins Mill Road (Montgomery County D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0	0
Federal-Aid	6,473	3,199	1,573	1,470	231	0	0	0	3,274	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 35,700 (US 15)
174,900 (I-270)

PROJECTED (2020) - 92,400 (US 15)
235,200 (I-270)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 10

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Study to reconstruct the existing interchange at MD 26 to provide full movements, with an extension to Thomas Johnson Drive.

JUSTIFICATION: The missing movements to and from the north on US 15 cause capacity and safety issues along Opposumtown Pike and Wormans Mill Road at US 15. Ramp improvements are necessary to safely accommodate existing and planned development in the vicinity of the current interchange. Both US 15 and MD 26 function as Urban Freeway / Expressways at this interchange, and should have full access to each other.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270 / US15, Shady Grove Metro to north of Biggs Ford Road Multi-Modal Study (D&E Program)
 I-70, I-270 Interchange (Construction Program)
 I-70, MD 85 & MD 355 Interchange (Construction Program)
 I-70, Mount Philip Road to MD 144 (Frederick County - D&E Program)
 East Street Extended (Construction and D&E Programs)

STATUS: Project Planning to begin during budget fiscal year. This project is a breakout from the I-270 / US 15 Multi-Modal Corridor Study (D&E Program - Line 9). This project is contingent upon contributions from the City and County. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	206	0	0	103	103	0	0	0	206	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	206	0	0	103	103	0	0	0	206	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 70,600 (US 15)
25,350 (MD 26)

PROJECTED (2020) - 104,500 (US15)
35,200 (MD 26)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 11

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to upgrade MD 85 to a 4 lane divided highway from English Muffin Way to Spectrum Drive (2.13 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-270 / US 15, Shady Grove Metro in Montgomery County to Biggs Ford Road (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year. County to fund Project Planning for \$0.6 million.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

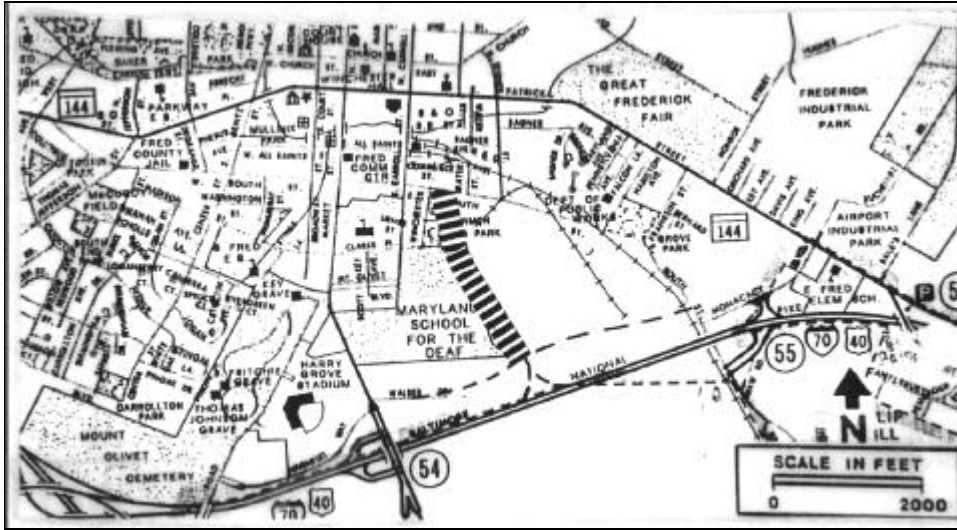
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 8,100 - 38,000

PROJECTED (2020) - 10,200 - 50,300

OPERATING COST IMPACT: N/A



PROJECT: MD 475, East Street Extended

DESCRIPTION: Study to extend East Street from South Street to proposed Walser Drive (I-70 project). Includes sidewalks where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will enhance access to the City of Frederick from I-70. This project will also provide access to the proposed MARC station downtown which is an element of the Carroll Creek flood control revitalization project.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-70, I-270 Interchange (Construction Program)
- I-70 / MD 85 and MD 355 Interchange (Construction Program)
- MD 475, Patrick Street to South Street (Construction Program)
- MARC, Point of Rocks to Frederick (MTA Construction Program)
- I-70, Mt. Phillip Road to MD 144 (D&E Program)

STATUS: Final Engineering and Right-of-way underway. City of Frederick to fund 50% of total Project Planning and Final Engineering costs. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$0.9 million is based on a shift of the roadway alignment requiring additional right-of-way.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	350	350	0	0	0	0	0	0	0	0
Engineering	547	278	135	134	0	0	0	0	269	0
Right-of-way	1,965	2	18	10	795	1,140	0	0	1,963	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,862	630	153	144	795	1,140	0	0	2,232	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - 19,000

OPERATING COST IMPACT: N/A